THE MIXED HUMAN RACES. A few American naturalists have advanced the notion that, in the crossings of races, the inferior is bettered, while the superior is degraded to a corresponding extent. M. de Quatrefages, the eminent French anthropologist, however, is very decidedly of the other view, and insists that an intermingling of races is of the greatest importance in develop-

ing new and desirable types of mankind. In modern times, he says, each new mixture has given birth to a civilization superior, at least in certain respects, to those from which it took its origin. Two great sources have furnished the origin of the European people; on the one hand, the Allophyllic (or aboriginal) stock itself presenting numerous derivative branches, and, on the other, the various Aryan tribes. The modern European is a hybrid, a thousand times erossed from the Allophyllic and the Arvan races.

In estimating the value of a mixed breed, such as is found in South America, we ought to use as our standard of comparison the actual white ancestors, and their pure-blooded descendants, the Creoles. It is not fair to draw comparisons with the superior class of whites which has been exposed for centuries to all the refining influences of modern European society. The South American mixed races are wholly acclimated. Quatrefages quotes authority for declaring them "robust, indefatigable, sober;" some declare them equal, or even superior, to the pure-blooded whites; and he has met with no traveller who states that the mixed races are notably inferior to the whites as respects intelligence. They have "much of intelligence, spirit, and imagination." The intermixture of four dis inct peoples-Portu guese, natives of the Azores, and the Gayanazos, and Carijos-gave birth, in the province of St. Paul, to a hybrid race, which in physical characteristics was equal or superior to the Creole races that remained unmixed: which governed all the neighboring races by its warlike energy, in times when war, so to speak, was the normal state; which, changing with the general condition of society, came back to more peaceful occupations, and in peace still preserved its superiority. Their energy, courage, and enterprise equalled, if it did not surpass, that displayed by the Euro-

pean conquerors of the country.

The beauty of the mixed blood of black and white is not to be disputed. In Martinique, St. Domingo, Brazil, and other countries, the mulattees compare very favorably with the whites in all respects.

But in America the period of the invasion of races is still going on, and the experiment of amalgamation is far from having given a settled result. As an example of perfect amalgamation, the author cites the Pitcairn-Islanders, who took their origin, in 1789, from nine English sailors, and six men and fifteen women of Tahiti. In 1793, owing to feuds, there remained but four whites, and ten women, besides children. Three of the white men died before long, and the remainder lived in absolute seclusion from the rest of the world, until visited by Captain Beechey in 1825. He found a population of sixty-six persons, remarkable for their beautiful proportions, their muscular power, and extraordinary agitity: their keen and quick intelligence, their earnest desire for instruction, and their moral qualities. Certainly this society was superior to the very great majority of the original component elements. Dr. Bastian supports a view analogous to

that of De Quatrefages. He says:-"Nothing more strongly characterizes the all elementary principles in ethnography, than the prevailing opinion of the degene rating influence of mixture on race; while it is patent that, wherever civilized peoples appear in history, they are but the highest product out of an infinite number of mixtures. Generally the primitive roots of their ethnological genesis go back to prehistoric times, which are far removed from our view: they (the roots) become known only by their effects when the race in the light of history has grown into a dominant nationality, but every scientific inquiry is at an end if we then want to consider such nationality as a Deus ex machina, instead of analyzing its organic genesis. We talk of purity race; breeders consider it of utmost value to retain the blood of their stock pure, and not to deteriorate it by mixture. So far, so good. But are therefore these thorough-bred races pure races, if by pure is understood primitive and aboriginal? Is the improved English shorthorned breed of cattle the representative of the wild species, or is it not rather a creature grown out of many and most artificial crossings? In the race of Berkshire hogs, as it now exists, we find English, Tonquinesian, and Neapolitan elements, which compose this valuable breed, as has been proved by Nathusins. The English race-horse is certainly not the progeny of the wild horse of the steppe or of the pampas; on the contrary, it is produced by careful crossings out of Arab barbs and English blood in order to provide it with the requisite qualities. The Arab horse also will be, according to all probabilities, the product of crossings, its origin dating back into a prehistoric period."

An article on the "Race Question in Ireland," by J. W. Jackson (Anthroplogical Review, January, 1869), recognizes the same law in a limited degree. "Few facts," says Jackson, "are now better established than the periodic baptism of certain types by their racial correlates. The conquest and colonization of the Celtic area by the Teutons is an instance in point. The previous conquest of the same area by the Romans is another. Now, from the latter the Irish were wholly exempt, both to their moral and physical disadvantage. And they have but imperfectly partaken of the benefits of the former. The result is that, throughout large portions, more especially of Munster and Connaught, we find the Celt in a state of racial exhaustion; while he everywhere lacks that political and municipal training which we owe to the domination of Rome, and that social organization which we have derived from feudal-

In regard to England, he states that the Celtic element in that country is totally misapprehended. While the majority of Englishmen fancy themselves Saxons, or Anglo-Normans, they will of course despise the povertystricken remnant of the Celts. But the days of this popular fallacy are obviously numbered. Arthropology condemns it. Britain is unalterably an integral portion of the Celtic area, susceptible of a Teutonic as of a classic "baptism," but nothing more. - Appleton's Journal.

Burlingame, Kansas, is to have a new woollen factory. A public-spirited citizen has agreed to supply \$40,000 worth of machinery, on condition that a building 100 feet long, 30 feet wide, and two stories high, be erected from the proceeds of city bonds.

-A Santa Fe editor begins an obituary notice of the wife of a friend as follows: -"Death. with fleshless knuckles, rapped at the door of Mrs. J. N B.'s soul, and obedient to the inexorable call, the spirit of that loved woman loated up to its Creator, leaving her husband, children, and friends to mourn over the mortal

THE GERMAN CONFUSION OF TONGUES

A Berlin correspondent of the Chicago Tribune writes:-

It is amusing to get among a squad of soldiers as one sometimes finds them in the hospitals, and hear the difference and often confusion in their language. Many cannot understand each other at all, especially of those living in widely separated rural districts. The people of the cities and the educated classes speak the same language everywhere, yet even among these a Munich soldier uses words that a Berliner never heard. The Hamburgers are accused of speaking flat, the Saxons of singing, the East Pro-vinces of a Polish, and the Pfalz of a French accent, and so on, each thinking that he speaks the correct German, and being surprised the others speak differently. Germany o' havery Babel in its languages. This wr Braving the good effect-the opposite Mat s: the Babel scattering-of bringing the people together and working a unity in their mann ars and views. The unity of Germany would nardly be possible without some such previous unity of the people. We experienced some good from this source in our war, in breaking down sectional and sectarian differences; but here there is much more need of it, there being more difference in the customs within fifty square miles than one will find between the Atlantic and the Mississippi. Among the French the difference is perhaps still greater, as the prisoners abundantly illustrate. Both French and Germans speak of the "literary" language (i. e., the grammatical) as quite distinct from the conversational.

NEARLY A DISASTER.

The Fire in the Metropolitan Hotel in Chicago. The Metropolitan Hotel calamity, says the Chicago Republican of Saturday, has created quite a senation among a people who live, or sleep, three or four stories in the air. The density of the smoke made the boarders believe that the crack of doom had come. The stifling vapor came through keyholes and transoms with a potency that sent gentlemen of dignity and decorum out on the roof, or jumping through windows, in costume that even Adam could not call extravagant. As for the ladies they shricked, cried, and were, as a general rule, helpless and interesting, as all females are under such circumstances. Were it not for the unfortunate death of poor Hansen, the yardkeeper, and the severe injuries received by other parties, the tragic affair might have been indicrous. Tales are told of lacking presence of mind in many of the male sex, and ridiculous feats of agility needlessly performed. Some persons were actually necessitated to jump for life. Among them was Mr. Field, of the Journal, who boldly leaped from the fourth story window, and, alighting on the sidewalk, miraculously escaped with a sprained ankle and some slight internal injuries.

A number of gentlemen, sleeping on the fourth floor, threw out their mattresses on the sidewalk and swung themselves down upon them, escaping uninjured. The gentlemen named say they want no more early morning gymnastics.

"Long John" fireman was struck in the head by a satchel which some individual, whose prudence overcame his fears, threw from a topstory window. The fireman did not do any work after that.

There were several other accidents, and the loss in clothing was large. A number of persons have heavy colds and sore throats-resulting from exposure in their garb of night.

THE WEDDING-RING FINGER. -By almost universal consent this is the fourth finger on the left hand. Why this particular digit should have received such a token of honor and trust beyond all its congeners, both in pagan and Christian times, has been variously interpreted. The most common explanation is, according to Sir Thomas Browne, "presuming therein that a particular vessel, nerve, vein, er artery is conferred thereto from the heart;" which direct vascular communication Browne shows to be anatomically incorrect. Macrobius gives another reason, which may perhaps satisfy those anatomists who are not satisfied with the above. "Poliex," he says, "or thumb, (whose office and general usefulness are sufficiently indicative from its Latin derivation poello, and from its Greek equivalent antichier, which means 'as good as a hand'), is too busy to be set apart for any special employment; the next finger to the thumb, being but half protected on that side, besides having other work to do, is also ineligible; the opprobrium attached to the middle finger, called medicus, puts it entirely out of the question; and as the little finger stands exposed, and is, moreover, too puny to enter the lists in such a contest, the spousal honors devolve naturally on pronubus, the weddingfinger." In the British Apollo, 1788, it is urged that the fourth finger was chosen from its being not only less used than either of the rest, but more capable of preserving a ring from bruises; having this one quality peculiar to itself, that it cannot be extended but in company with some other finger, whereas the rest may be stretched out to their full length and straightness.

THE VATICAN MUSEUM. -Since the entrance of the Italian troops into Rome the Museum of the Vatican has been closed to the public. To a certain extent it was a wise precautionary measure, for great excitement existed, though order has been admirably preserved; yet it would be unjust not to add that the measure was adopted as much from courtesy and delicacy to the Pope. The museum is in the Vatican, the private dwelling of his Holiness, and the Italian Government would not add to sufferings which were natural under the circumstances by permitting crowds, flushed with victory, to enter the Pontifical Palace. The wonderful works of art which it incloses are, however, again to be exhibited shortly; and with the same delicacy which has been already shown to the Holy Father, a new entrance has been selected. Formerly, as all visitors know, they entered under the right colonnade of St. Peter's, and, diverging to the right, ascended a marble staircase, which led to a vast piazza; on the right of which again was the entrance to the spartments of the Pope. For the future the museum will be approached by a road at the back, which leads to the Mint .- The Athe-

GOVERNMENT SALES. SALE OF DREDGES, SCOWS, AND ROW-

BALTIMORE, Md., November 24, 1970. Proposals are invited and will be received until 2 M., and will be opened at 12 M. P. M., on the 16th day of December, 1870, from persons wishing to purchase the four Dredge Boats, Susquehanna, Potomac, Patapsco, and Cnesapeake, belonging to the United States, for the Patapsco river improvement; also, eleven Dumping Scows, marked by numbers from 1 to 11, inclusive; also, four Rowboats, marked by letters, from A to D, inclusive. Senarate proposals will be received for single Separate proposals will be received for single Dredges, Scows, and Row-boats, or for lets con-sisting; of specified Dredges, Scows, and Row-

The property can be seen upon application to the undersigned. Property to be delivered at once to purchaser upon payment of price in cash. Bidders who wish it can be present at the opening. The right to reject any and all bids is reserved. Proposals to be sealed and in duplicate, and to be addressed to

Major WM. P. CRAIGHILL, Third story Union Bank Building. RAILROAD LINES.

PHILADELPHIA AND READING RAILROAD.—
Depot_TRIRTEENTH and CALLOWHILL Until further notice trains will leave and arrive as

TRAINS LEAVE. A. M. TRAINS ARRIVE. A.M.

The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroads.
For Downlogtown and points on Chester Valley Railroad take 7:30 A. M., 12:30 Noon, and 4 P. M.
For Schwenksville and points on Perkiomen Railroad take 7:30 A. M., 12:30 Noon, and 4:00 P. M.

For Mount Pleasant and points on Colebrookdale Railroad take 7:30 A. M. and 4:50 P. M. N. Y. EXPRESS FOR PITTSBURG AND WEST Trains leave New York at 9:00 A. M. and 5:00 P. M., passing Reading at 1:45 and 10:05 P. M., connecting at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc.

Sleeping cars accompany these trains through be-tween Jersey City and Pittsburg without change. Trains for New York leave Harrisburg at 3-10, 8-10, and 10-50 A. M., and 2-50 P. M. Additional train leaves New York for Harrisburg at 12 00 noon.

For particulars see Guide Books, which can be obtained at No. 811 Chesnut street, and at all stations, without charge. Season, School, Milesge, and Commutation Tick-

ets at reduced rates, to be had of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or G. A. Nicolis, General Superintendent, Reading, Street Cars,—The Thirteenth and Sitteenth, and Race and Vine streets, connecting with other lines, run close to the depot.

Baggage collected and delivered by Dungan's Baggage Express. Orders left at Depot, or at No. 22: S. Fourth street.

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILROAD. TIME TABLE.

On and after WEDNESDAY, November 2, 1870, FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 8½, 9.05, 10, 11, 12 A.
M., 1, 2, 2½, 3½, 8½, 4.05, 4½, 5.05, 5½, 6, 6½, 7, 8, 9, 10.05, 11, 12 P. M.

Leave Germantown 6, 6.55, 7½, 8, 8.20, 9, 9½, 10, 11, 12 A. M., 1, 2, 3, 3½, 4, 4¾, 5, 5½, 6, 6½, 7, 8, 9, 10, 11
P. M.

P. M.
The 8-20 and 94 down train, and 2M, 334, and 5M
up trains, will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9% A. M., 2, 4-05, 7, and Leave Germantown at 8½ A. M., 1, 3, 6, and 9½ P. M. CHESNUT HILL RAILROAD.

Leave Philadelphis 6, 8, 10, and 12 A. M., 2%, 8% 6%, 7, 9, and 11 P. M. Leave Chernut Hill 7:10, 8, 9:10, and 11:40 A. M., 1.40, 8.40, 6.40, 6.40, 8.40, and 10.40 P. M.
1.40, 8.40, 6.40, 6.40, 8.40, and 10.40 P. M.
ON SUNDAYS.
Leave Philadelphia at 9½ A. M., 2 and 7 P. M.
Loave Obesnut Hill at 7.50 A. M., 12.40, 5.40, and

Passengers taking the 6.55, 9 A. M., and 814 P. M. trains from Germantown will make cross connec-tions with the trains for New York at Intersection FOR CONSHOHOUKEN AND NORRISTOWN.

FOR CONSHOHOUKEN AND NORRISTOWN, Leave Philadelphia 6. 7%, 9, and 11 05 A. M., 1%, 8, 4, 5, 5%, 6%, 8:05, 10, and 113 P. M.
Leave Nerristown 5%, 6:25, 7, 7%, 8:50, and 11 A. M., 1%, 3, 4%, 6%, 8, and 9% P. M.

Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Philadelphia 9 A. M., 1, 5%, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia 0, 7%, 9, and 11:05 A. M., 1%, 3, 4, 5, 5%, 6%, 8:05, 10, and 11% P. M.

Leave Manayunk 6, 6:55, 7%, 8:10, 9:20, and 11% A. M., 2, 3%, 5, 6%, 8%, and 10 P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.

Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M. Leave Manayunk 7% A. M., 1%, 6% and 9% P. M. PLYMOUTH RAILROAD. Leave Philadelphia 5 P. M. Leave Plymouth 6 M. A. M. The 7 M. A. M. train from Norristown will not stop at Mogee's, Potts Landing, Domino, or Schur's

Passengers taking the 71/4, 9:05 A. M., 61/4 & 12 P. M. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.

The 8% A. M. 12% and 5 P. M. trains from New York stop at Intersection Station. W. S. WILSON, General Sup't.

1870. -FOR NEW YORK-THE CAMDEN ton Railroad Companies' lines from Philadelphia to New York and Way Places. PROM WALNUT STREET WHARP.

At 6:30 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 3:30 P. M., Accommodation, via Camden and Jersey City. At 6 P. M., for Amboy and intermediate stations, At 6 30 A. M. and 2 P. M. for Farmingdale, At 6 30 A. M., 2 and 3 30 P. M. for Freehold,

At 8 and 10 A. M., 12 M., 2, 8:30, and 5 P. M. for Trenton.
At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 5, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.
At 6:30 and 10 A. M., 12 M., 3:30, 5, 6, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Pallware. and Palmyra. At 6:30 and 10 A. M., 12 M., 5, 6, 7, and 11:30 P. M. for Fish House. The 11:30 P. M. line leaves from Market Street Ferry (upper side).

WHOM WEST PHILADELPHIA DEPOT, At 7:30 and 9:45 A. M., 1:20, 2:10, 5:30, 6:45 and 12 New York Express Lines, and at 11 80 P. M., Line, via Jersey City. At 7:80 and 9:45 A. M., 1:20, 2:10, 5:30, 6:45, and 12 P. M. for Trenton. At 945 A. M. 120, 645 and 13 P. M. for Bristol.

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford. Sunday Lines leave at 9.45 A. M., 6 45 P. M., and 12 night. BROM ERNSINGTON DEPOT. At 7:30 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol, and at 2:30 A. M. and 5 P. M. for

At 7.30 A. M., 2.30, and 5 P. M. for Morrisville and Tullytown. At 7:30 and 9:30 A. M., 2:30, 5, and 6 P. M. for Schenek's Eddington, Cornwells, Torresdale, and Holmesburg Junction. At 7 A. M., 12:30, 5:15, and 7:80 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.
At 7 and 9 30 A. M., 12 30, 2 30, 5 15, 6, and 7 30
P. M. for Tacony, Wissinoming, Bridesburg, and

VIA BELVIDERE DELAWARE RAILROAD, At 7:80 A. M. for Niagara Falls, Buffalo, Dun-kirk, Elmira, Rochester, Syracuse, Great Bend, Wilkesbarre, Schooley's Mountain, etc. At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc.
At & P. M. for Lambertville and intermediate PROM MARKET STREET PERRY (UPPER SIDS),

VIA NEW JERSEY SOUTHERN RAILROAD. At 11 A. M. for New York, Long Branch, and intermediate places. At 7 and 11 A. M., 1, 2-30, 3-30, 6, and 6-30 P. M., and on Thursday and Saturday nights at 11-30 P. M. for Merchantsville, Moorestown, Hartford Masonville, Hainesport, and Mount Holly. At 7 A. M., 2.30 and 6.30 P. M. for Lumberton and Medford. At 7 and 11 A. M., 3 30, 5, and 6 30 P. M. for Smith-

ville, Ewansville, Vincentown, Birmingham, and Pemberten.
At 7 A. M., 1 and 8-89 P. M. for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown, Oream Ridge, Imlaystown, Sharon, and
Hightstown. Nov. 21, 1870. WM. H. GATZMER, Agent.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD. CHANGE OF HOURS. On and after MONDAY, October 3, 1870, trains will run as follows:—
Leave Philadelphia from Depot of P. W. & B. R. R.,
corner of BROAD Street and WASHINGTON Ave-

For Port Deposit at 7 A. M. and 4°30 P. M.
For Oxford at 7 A. M., 4°50 P. M., and 7 P. M.
For Oxford on Saturdays only, at 2°30 P. M.;
For Chadd's Ford and Chester Creek Railroad, at 7 A. M., 10 A. M., 4°30 P. M. and 7 P. M. Saturdays only, at 2°30 P. M.
Train leaving Philadelphia at 7 A. M., connects at Port Deposit with train for Railimore. Port Deposit with train for Baltimore, Trains leaving Philadelphia at 10 A. M. and 4 30 P. M. connect at Chadd's Ford Junction with the

Wilmington and Reading Railroad,
Trains for Philadelphia:—
Leave Port Deposit at 9.25 A. M. and 4.25 P. M.,
on arrival of trains from Baltimore,
Oxford at 6.05 and 10.35 A. M. and 5.33 P. M. Sundays at 5-36 P. M. only.
Chadd's Ford at 7-26 A. M. 11-38 A. M., 3-35 P. M.,
and 6-49 P. M. Sundays at 6-49 P. M. only.
HENRY WOOD, General Superintendent,

RAILROAD LINES.

PHILABELPHIA, WILMINGTON. AND BAL-TIMORE RAILROAD.— COMMENCING MONDAY, NOVEMBER 21, 1870.

COMMENCING MONDAY, NOVEMBER 21, 1870. Trains will leave Depot, corner of Broad street and Washington avenue, as fellows:—
Way Mail Train ats 30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and road, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomeke Rail-

road.

Express Train at 11.45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Bastimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's

deen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11'30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Foriress Monroe and Norfolk will take the 11'45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11.90 A. M., 2.30, 6.00, ant 7.00 P. M. The 6.00 P. M. train connects with Dola-ware Railroad for Harrington and intermediate Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00, and 7:16 P. M. The 8:10 A. M. train will not stop between Chester and Fhiladelphia. The 7:15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted Trains leaving Wilmington at 6-48 A. M. and 4-90 P. M. will connect at Lamokin Junction with the 7-60 A. M. and 4-30 P. M. trains for Baltimore Con-

ral Railroad. From Baltimore to Philadelphia.—Leave Balti-From Batcimore to Paniadelphia.—Leave Batci-more 7:25 A. M., Way Maii; 9:35 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express. SUNDAY TRAIN FROM BALTIMORE, Leaves Baltimore at 7:25 P. M., stopping at Mag-nolle, Perryman's, Aberdeen, Havre-do-Grace, Per-

ryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester. On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, left West Grove at 3.55 P. M. Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 823 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tlekets at this office can have baggage checked at their residence by the Union Transfer Company. H. F. KENNEY, Superintendent.

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, November 23, 1876, The trains of the Pennsylvania Central Ralmond leave the Depet, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ohes-nut streets, and at the Depot. Agents of the Union Transfer Company will call for and deliver baggage at the depet. Orders left at No. 901 Chesnut street, or No. 116 Market street,

TRAINS LEAVE DEPOT	
Pittsburg Express	12:11 A. M
Man Train	
	. 5'00 A III
Lock Haven and Elmira Express .	. 9-40 A. M
Paoli Accommodation, 10.10 A.M.& 1.	10 and 7.10P.M
Fast Line	.12.30 P. M
Erie Express	. 12 30 P. M
Harrisburg Accommodation	
	. 2.30 P. M
Lancaster Accommodation	. 4.10 P. M
Parkesburg Train	. 6-30 P. M
Cincinnati Express	. 8.00 P. M
Eric Mail and Buffalo Express	9:50 P. M
Pacific Express	10 10 P. M
Way Passenger	. 11.30 P. M
Erie Mail leaves daily, except Su	nday, running
on Saturday night to Williamsport	only. On Sun
day night passengers will leave P	hiladalphia a
10:10 P. M.	minuterpara a
	Acres Sugar As
Cincinnati and Pacific Express to	aves daily. Al
other trains daily except Sunday.	
The Western Accommodation Tra	in runs dadle
except Sunday. For this train ticke	THE RESERVE STREET,

cured and baggage delivered by & P. M. at No. 116 Sunday Train No. 1 leaves Philadelphia at 8:40 A. M.; arrives at Paoli at 940 A. M. Sunday Train No. 2 leaves Philadelphia at 640 P. M.; arrives at Paoli at 7:40 P. M.
Sunday Train No. 1 leaves Paoli at 6:50 A. M.;
arrives at Philadelphia at 8:10 A. M. Sunday
Train No. 2 leaves Paoli at 4:60 P. M.; arrives at

Philadelphia at 6 20. Cincinnati Express 8 10 A. M.
Philadelphia Express 7 00 A. M. Lancaster Train Lock Haven and Eimira Express 5.45 P 5.45 P. M

Ticket Agent at the Depot.

Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

A. J. CASSATT,

General Superintendent, Altoona, Pa. NIEW JERSEY SOUTHERN RAILROAD LINE. NEW ROUTE
BETWEEN NEW YORK AND PHILADELPHIA
VIA LONG BRANCH. An ACCOMMODATION TRAIN in the morning

AN EXPRESS TRAIN in the Afternoon from each end of the route.
THE EXPRESS TRAIN will be furnished with

will be furnished with
SPLENDID PALACE CARS,
NO CHANGE OF CARS
BETWEEN PHILADELPHIA AND SANDY HOOK,
ASK FOR TICKETS VIA PEMBERTON AND
LONG BRANCH.
ON AND AFTER MONDAY, July 4, 1870,

trains will run as follows:-- LEAVE NEW YORK. from Pier No. 28 NORTH River, foot of Murray street, at 6:45 A. M. Accommodation and 4:80 P. M. Ex-press.

press.

LEAVE PHILADELPHIA,

from foot of WALNUT Street, at 7-00 A. M. Accommonation and 3-30 P. M. Express.

The NARRAGANSETTT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with unequalled accommodations, and will make the connection between New York and Sandy

For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guidea."

6 27 C. L. KIMBALL, Superintendent.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD,—CHANGE OF HOURS. On and after MONDAY, October 3, 1870, trains will run as follows:—Leave Philadelphia from depot of P. W. & B. R. R., corner Broad street and Washington avenue:—

For Port Deposit at 7 A. M. and 4:30 P. M.

For Oxford at 7 A. M., 4:30 P. M., and 7 P. M.

For Oxford Wednesdays and Saturdays only at

For Chadd's Ford and Chester Creek Railroad at 7 A. M., 10 A. M., 430 P. M., and 7 P. M. Wednesdays and Saturdays only 2:30 P. M.

Train leaving PhDsdelphia at 7 A. M. connects at Port Deposit with train for Battimore. ort Deposit with train for Baltimore. Trains leaving Philadelphia at 10 A. M. and 4 30 M. connect at Chadd's Ford Junction with the Wilmington and Reading Ratiroad.
Trains for Philadelphia leave Port Deposit at 9-25

A. M. and 4 25 P. M., on arrival of trains from Baltioxford at 6.05 A. M., 10.25 A. M. and 5.20 P. M. Sundays at 5.20 P. M. only.

Chadd's:Fordfat 7.26 A. M., 11.58 A. M., 3.65 P. M., and 6.49 P. M. Sundays 6.49 P. M. only.

Passengers are allowed to take wearing apparel only as baggage, and the company will not in any case be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same.

HENRY WOOD, RAILROAD LINES.

DHILADELPHIA AND READING RAILROAD GERMANTOWN AND NORRISTOWN BRANCH), Depot, NINTH and GREEN Streets. On and after DECEMBER 1, 1970,

PACKAGE TICKETS COUPON FAMILY TICKETS will be sold between Philadelphia and points named below, at the following rates:-

PACKAGE TICKETS (Sold at Depot, Ninth and Green streets, and Stations named.) Nicetown or Intersection...... 8 tickets for \$1.06 Germantown or Manayunk....... " " 1-00 Chestnut Hill or Lafayette...... 9 " 2-00 Spring Mill or Conshohocken.....6 " 2.00

(Sold at Depot, Ninth and Green streets, only.) Good only for members of one family, or visitors, not transferable, and coupons forfeited if detached by any person but the conductor. Sicetown or Intersection With 50 coupons, \$5.00 Jermantown or Manayunk ... " 40 Chesnut Hill or Lafayette " 50 10:00 Spring Mill or Conshohocken, " 50 14.00 Pott's Landing or Norristown, " 40 " 14.00

W. S. WILSON, Superintendent. NORTH PENNSYLVANIA RAILROAD—
THE SHORT MIDDLE ROUTE TO THE
LEHIGH AND WYOMING VALLEYS, NORTHEND PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY,
ROCHESTER, THE GREAT LAKES, AND THE
BOMINION OF CANADA.
WINTER ARRANGEMENT.
Takes effect November 21, 1870.

Takes effect November 21, 1870.
Fifteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:-7:00 A. M. (Accommodation) for Fort Washing-

At7.85 A.M. (Express), for Bethlehem, Easton, Alientown, Mauch Chunk, Wilkesbarre, Williams-port, Alahaney City, Hazleton, Pittston, Towanda, Waverley Elmira, and in connection with the ERIE HAIL WAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West

8 25 A. M. (Accommodation) for Doylestown, 9 45 A. M. (Express) for Bethlehem, Easton, Al-lentown, Mauch Chunk, Williamsport, Mahanoy City, Wilkesparre, Pittston, Scranton, Hacketts-town, Schooley's Mountain, and N. J. Central and Morris and Esseg Railreads,
11 A. M. (Accommodation) for Fort Washington
1 15 and 5 20 and 8 15 P. M., for Abington.
1 45 P. M. (Express) for Bethiehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkes-

barre, Pittston, and Hazleton. 2:30 P. M. (Accommodation) for Doylestown. At 3 20 P. M. (Bethlehem Accommodation) for Pethlehem, Easton, Altentown, Copiay, and Mauch Chunk. 4 16 P. M. (Mail) for Doylestown. 5 00 P. R. for Bethlehem, Easton, Allentown, and Mauch Chunk.

6 20 P. M. (Accommodation) for Lansdale. 11:80 P. M. (Accommodation) for Fort Washing-The Fifth and Sixth streets, Second and Third treets, and Union Lines City Cars run to the TRAINS ARRIVE IN PHILADELPHIA FROM

Bethlehem at 8 55, and 10 35 A. M.; 2 15, 5 05, and 25 P. M. Doylestown at 8:25 A. M., 4:40 and 6:35 P. M. Lansdale at 7:7 A. M. Fort Washington at 9:20 and 11:20 A. M., 3:10 P. M. Abington at 2:30, 6 ab, and 9:36 P. M. ON SUNDAYS.

ON SUNDAYS.
Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Loylestown at 2:00 P. M.
Doylestown for Philadelphia at 7 A. M.
Bethlehem for Philadelphia at 4:00 P. M. Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street. Nov. 21, 1870. ELLIS CLARK, Agent. DHILADELPHIA AND ERIB RAILROAD.
WINER TIME TABLE.
On and after MONDAY, November 21, 1870, the
trains on the Philadelphia and Eric Railroad will

on she can the Philadelphia trait son trait son the Philadelphia trait son trait son the Philadelphia trait son trait so arrives at Lock Haven 7.50 P. M. MAIL TRAIN leaves Erie - 8 to A. M.
Williamsport - 10 00 P. M.

leaves Erie 10.00 P. M. arrives at Philadelphia 6.60 A. M. 900 P. M. ERIE EXPRESS leaves Erie . . . " Williamsport 8-25 A. M.
" Williamsport 8-25 A. M.
ELMIRA MAIL leaves I ook Haven 8 16 A. M.
" Williamsport 9-30 A. M.
" arrives at Philadelphia 5-30 P. M.
BUFFALO EXP. leaves Williamsport 12-35 A. M.
" Suphamsport 12-35 A. M. Sunbury - 230 A. M.
arrives at Philadelphia 9:40 A. M. Express Mail and Accommodation, east and west.

connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad. WM. A. BALDWIN, General Superintendent.

WEST CHESTER AND PHILADELPHIA RAIL-ROAD COMPANY.
ON AND AFTER MONDAY, October 17, 1870,
Trains will leave and arrive at the Depot, THIRTY-FIRST and CHESNUT Streets, as follows:—

FIRST and CHESNUT Streets, as follows:—
FROM PHILADELPHIA
For West Chester at 745 and 11:20 A. M., 2:30,
6:15, and 11:30 P. M. Stops at all stations,
For West Chester at 4:40 P. M. This train stops only at stations between Media and West Chester (Greenwood excepted). For B. C. Junction at 4:10 P. M. Stops at all sta-

FOR PHILADELPHIA From West Chester at 639 and 1045 A. M., 155, 455, and 655 P. M. Stops at all stations.

From West Chester at 755 A. M. This train stops only at stations between West Chester and Media (Greenwood excepted). From B. C. Junction at 8:40 A. M. Stops at all ON SUNDAY-Leave Philadelphia at 8:30 A. M. and 2 P. M. Leave West Chester at 7:55 A. M. and

W. C. WHEELER, Superintendent, WEST JERSEY RAILROADS. FALL AND WINTER ARRANGEMENT: COMMENCING MONDAY, SEPTEMBER 19, 1870. COMMENCING MONDAY, SEPTEMBER 19, 1870.
Trains will leave Philadelphia as follows:—From foot of Market street (upper ferry).
8-15 A. M., Passenger for Bridgeton, Salem, Swedesboro, Vineland, Millville, and way stations.
11 45 A. M., Woodbury Accommodation.
3-15 P. M., Passenger for Cape May, Millville, and way stations below Glassboro. way stations below Glassboro. way stations below Chasseore.
3:30 P. M., Passenger for Bridgeton, Saleu,
Swedesboro, and way stations. 5:50 P. M., Accommodation for Woodbury, Glass-boro, Clayton, and intermediate stations.

Freight Train leaves Camden daily, at 12 M. WILLIAM J. SEWELL, Superintendent. STOVES, RANGES, ETC. THE AMERICAN STOVE AND HOLLOWWARE COMPANY, PHILADELPHIA,

IRON FOUNDERS, (Successors to North, Chase & North, Sharpe & Thomson, and Edgar L. Thomson,) Manufacturers of STOVES, HEATERS, THOM SON'S LONDON KITCHENER, TINNED, ENA MELDED, AND TON HOLLOWWARE. FOUNDRY, Second and Mittin Streets.

OFFICE, 209 North Second Street. FRANKLIN LAWRENCE, Superintendent. EDMUND B. SMITH, Treasurer. JNO. EDGAR THOMSON, President. JAMES HOEY,

General Manager 6 27 mwf 6m OAKS CEMETERY COMPANY

OF PHILADELPHIA. This Company is prepared to sell lots, clear of all

encumbrances, on reasonable term. Purchasers can see plans at the office of the Company, NO. 518 WALNUT STREET,

Or at the Cemetery, where all information needed will be cheerfully given. By giving notice at the office, carriages will meet persons desirous of purchasing lots at Tioga Station on the Germantown Railroad, and convey them to the Cemetery and return, free of charge.

ALFRED C. HARMER, President. MARTIN LANDENBERGER, Treas. MICHAEL NISBET, Sec'y. 10 5 wfm 6m

AUD TION SALES, M THOMAS & SONS, AUCTIONEERS, NOS.

Extensive Sale at the Auction Rooms,
SUPERIOR HOUSEHOLD FURNITURE, STEINWAY PIANO FORTE, FRENCH-PLATE MIRKRORS, fine Window Curtains, Fireproof Safe,
Walnut Office Furniture, Wardrobes, Bookcases,
Extension Tables, Hair Mattresses, Feather Beds,
China Gilleria, Marchine China Gilleria, China Gille China, Glassware, fine Engravings, Hardware, Stoves, fine Velvet, Brussels, and other Car-

pets, Etc.
On Thursday Morning,
Dec. 1st, at 9 o'clock. by catalogue, about 1000 lots
superior Household Furniture, comprising a gene-

SALE ON THE PREMISES.

Nos, 702 and 704 North Twentieth street.

RESIDENCE AND FURNITURE.

HANDSOME FURNITURE, SCH MACKER
PIANO FORTE, FINE BRUSSELS, INGRAIN,
AND OTHER CARPETS, ETC.

On Friday Morning,
December 2, at 10 o'clock, by catalogue, the handsome Furniture.

some Furniture.

Previous to the sale of Furniture will be sold the HANDSOME MODERN RESIDENCE, lot 40 feet front by 125 feet deep. Catalogues now ready.

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 Ches-NUT Street; rear entrance No. 1107 Sansom street.

Sale at No. 1110 Chesnut street.

ANDSOME WALNUT PARLOR, LIBRARY,
UHAMBER, AND DINING-ROOM FURNITURE: CHAMBER, AND DINING-ROOM FURNITURE; Veivet, Brussels, Ingrain and Venetian Carpets; Rosewood Piano-fortes, Mantel and Pier Mirrors, Cottage Furniture, Bookcases, Wardrobes, Sideboards, Office and Library Tables, Spring and Hair Mattresses, Feather Beds, Boisters and Pillows, Chandeliers, Paintings, Fine Cutlery, etc.

On Friday Morning,
At 9 o'clock, at the auction store, No. 1110 Chestall street, will be sold by catalogue at large expert.

nut street, will be sold, by catalogue, a large assort-ment of now and second-hand furniture, comprising—Parlor suits, in brocatelle, plush, reps, and haircloth; fine library suits, walnut chamber furniture, finished in oil; walnut bouquet, office and library tables; wardrobes; oak and walnut dining-room furniture; secretaries; bookcases; sideboards; panish chairs, etc.; velvet, Brussels, ingrain and Venetian carpets; spring and hair mattresses; feather beds, boisters and pillows; chandellers; paintings; fine cutlery; kitchen furniture, etc.

DIAMOND PINS.
Also, gents' solitaire diamend pins.
GOLD WATCHES, ETC. One gents' gold hunting case watch.
One lady's gold hunting-case watch and chain.

Also, one pair fine cameo earrings. DUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF BRITISH, FRENCH, GERMAN.

AND DOMESTIC DRY GOODS.

On Thursday Morning, [11 25 5t]

December 1, at 10 o'clock, on four months' credit.

IMFORTANT SALE OF CARPETINGS, 200
WOOLLEN CRUMB CLOTHS, 160 PIECES
FRINTAD FELTS, SHEEPSKIN MATS, OIL

CLOTHS, ETC.
On Friday Morning,
December 2, at 11 o'clock, on four months' credit,
about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings; oil cloths, rugs, etc. 11 26 55 LARGE SALE OF FRENCH AND OTHER EU ROPEAN DRY GOODS.
On Monday Morning,
December 5, at 10 o'clock, on four months'

SALE OF 2006 CASES BOOTS, SHOES, TRAVEL-LING BAGS, HATS, ETC., On Tuesday Morning. [11 30 5t December 6, at 10 o'clock, on four months' credit.

MARTIN ARTIN BROTHERS, AUCTIONEESS,— (Lately Salesmen for M. Thomas & Sons.) No. 764 Chesnut st., rear entrance from Minor. BY BARRITT & CO., AUCTIONEERS.
No. 280 MARKET Street, corner of Bank Street.

Cash advanced on consignments without extra REGULAR SALE BOOTS, SHOES, BROGANS HATS, CAPS, ETC. On Thursday Morning,

December 1, at 10 o'clock, on FURS. Eleventh Large Trade Sale, 1000 Lots American and Imported Furs, Fur Caps, Collars, Gioves, etc. On Friday Morning,

December 2, at 10 o'clock. ROBES.

Also, 125 lots wolf, fox, bear, buffalo, Angora, and other fancy robes, lap blankets, horse blankets, etc.

Also, 50 lots ladies black, white, and brown Astrachan sacques, senl sacques, etc. TONCERT HALL AUCTION ROOMS, No. 1218

CHESNUT Street.
T. A. MCCLELLAND, AUCTIONEER. Personal attention given to sales of household furniture at dwellings.

Public sales of furniture at the Auction Rooms. No. 1219 Chesnut street, every Monday and Thurs-

For particulars see "Public Ledger. N. B .- A superior cass of furniture at private sale

CITY BAZAAR AND TATTERSALL'S,
No. 1126 RACE Street.
Regular Auction Sale of Horses, Wagons, Harness, Btc., every Thursday, commencing at 10 o'clock A. M. No postponement on account of the weather. Gentlemen's private establishments disposed of at public or private sale to the best advantage, and a general assertment of Houses, Carriages, Har-ness, Etc., to suit the need of all classes of pur-

chasers constantly on hand. Superior Stabling for Horses on sale or at livery. Outside Sales solicited and promptly attended to, Liberal advances made on Horses, Carriages, and arness. DOLLE & NICHOLS.

ENGINES, MACHINERY, ETO. PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTI-CAL AND THEORETICAL ENGINEERS, MA-CHINISTS, BOILER-MAKERS, BLACKSMITHS, CAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS,
and FOUNDERS, having for many years been in
successful operation, and been exclusively engaged
in building and repairing Marine and River Engines,
high and low pressure, from Bollers, Water Tanks,
Propellers, etc., respectfully offer their services
to the public as being fully prepared to contract for
engines of all sizess, Marine, River, and Stationary;
having sets of patterns of different sizes, are prepared to execute orders with quick degratch. Exerpared to execute orders with quick despatch Every description of pattern-making made at the shortest High and Low Pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoa iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done the catabilishment free of charge, and work gua-

ranteed.

The subscribers have ample wharf dock-toom for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.

JACOB C. NEAFIE,

JOHN P. LEVY, BEACH and PALMER Streets. GIRARD TUBE WORKS AND IRON CO.,

PHILADELPHIA, PA., Manufacture Plain and Galvanized WROUGHT-RON PIPE WROUGHT-RON PIPE
and Sundries for Gas and Steam Fitters, Piumbers,
Machinists, Railing Nakers, Oil Refiners, etc.
WORKS,
TWENTY-THIRD AND FILBERT STREETS.
OFFICE AND WAREHOUSE,
81 No. 42 N. FIFTH STREET.

LASTON & MCMAHON,

SHIPPING AND COMMISSION MERCHANTS, No. 2 COENTIES SLIP, New York, No. 18 SOUTH WHARVES, Philadelphia, No. 45 W. PRATT STREET, Baltimore. We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediste points with promptness and despatch. Canal Boats and Steam-tugs furnished at the shorters

Corn Exchange Bag Manufactory. JOHN T. BAILEY,

N. E. Cor. WATER and MARKET Sta. ROPE AND TWINE, BAGS and BAGGING, for Grain, Flour, Salt, Super-Phosphate of Lime, Bon-Dust, Etc. Large and small GUNNY HAGS constantly hand. Also, WOOL SACKS.

JET GOODS, NEWEST STYLES, DIXON'S, No.